Michael Kalantac, Freiderich Badda, Mi-

chael Balanz, Fuchman Leizer, Abraham

Milikovsky, Illiyra Kolaric, Evan Calle,

when she first arrived on the scene, bers of the crew among them. After this boat was unsuccessful, after two hours, in reaching the Volturno and half kneeling on deck, with hands and was in such desperate danger clasped and arms raised in our direcwhile returning to the Carmania, there tion, were mutely imploring aid. Some were no further attempts to launch women with babies in their arms raised the small boats, though the other ves- them beseechingly to us. From time to sels kept their small boats out all time from the women there arose an through the night, and the Grosser awful wailing, almost indescribable. Kurfürst, of the North German Lloyd Other women feverishly walked around line, had her steam pinnace plying be- the after deck, treading their way seas for swimmers.

"The pinnace," Mr. Watson said, "made so many trips and with such mania, men and women, sobbed as they rapidity that it was impossible to keep watched, track of them. All night the pinnace was flying back and forth picking up men and women from the sea."

Storm Silences Outcries.

Henry Burdon said: "It was an ag- reminded of that awful scene onizing sight. Once we were close enough to see the faces of those on the Volturno, but we heard no outcries." Still the Carmania made no atson said:

"The Carmania is so big and bulky that it was extremely dangerous to boat incident was an unforgettable Atanasow, Ferkus Steranko, Josif Xorumake an attempt in the terriffic gale and huge seas to run in close to the of her altogether in the trough of the Volturno. Only the smaller vessels boiling and mountainous waves and were able to get close enough to we never thought to see her again. launch the small boats. The Carmania

"Meantime the Carmania was con-Friday, when the Narragansett arrived and poured her oil on the sea, were the small boats able to get close to the Volturno. As soon as the oil was as a hill just before the explosion was on the waves the smaller steamers pushed in close, the small boats were launched and got under the stern of the Volturno, and there was such a crowd of small boats then that it was very dangerous for the Carmania, which was compelled by her size to Then gradually we saw the flames come stand off, to add her boats to the fleet up and spread amidships, and next a already gathered.

Passengers Jump Into Sea.

boats were unable to get close enough roasted alive." to the Volturno for the ladders and ropes to be used, but the passengers jumped into the sea. Only at the very end a few were taken off by the lad-

Mrs. W. Hartford, of Philadelphia, and Miss A. Cannon, of New York, who were traveelling together, said that Captain Barr was in command of the fleet because he had the biggest

ship and the only searchlight. H. B. Bradish, of Marlow, England, said that Captain Barr, in command, used wonderful judgment, and fore-He directed all operations, though obliged to keep away himself on account of the size of the Carmania. He said that the Carmania had only one survivor, because Captain Barr directed that all emigrants possible be taken aboard ships westbound.

On Saturday night the Carmania's passengers held a meeting in the saloon and collected \$500 to buy a watch for Second Officer Gardner, who comrest among the crew of the boat and Seaman Heighway, who rescued Walter from the Volturno to the Carmania. Mr. Watson says it took half an hour to get Trintepohl aboard the Carmania after he was discovered.

Thought Fire Was Subsiding.

When sighted," said Mr. Watson, 'the Volturno was blazing forward and the fire was eating aft, where the passengers were crowded, all wearing life- of rescuing ships had gathered about belts. Toward evening the fire seamed the doomed ship, the captain of the to be going down. There were still Volturno sent a message that the situagreat clouds of smoke, but no blaze, tion was becoming desperate. Atand the passengers on the Carmania tempts were made to send rafts from went to dinner about 7 p. m. Just be- the Carmania, and these almost reached fore 8 o'clock a man came into the the burning vessel, but just missed it. smoking room and said the Volturno and thereby was lost the chance to get was blazing again. We went on deck, a line aboard. and soon there was a loud explosion. I Shortly afterward Captain Inch rethe sea. The Carmania worked her boat with a line to the Grosser Kurwere saved then.

"At 9:30 o'clock we heard cries for saved. help alongside the Carmania and looked "The night aboard the Carmania was cargo port was opened and a ladder Our utter helplessness was appalling. lowered, but the man was too weak to The finest fleet of liners ever gathered climb the ladder.

Seamen Lowered to the Rescue.

"Seaman Heighway, stripped to his of the great waves. waist, was tied to a lifeline and lowered from the port into the sea. He swam to the man, who was Walter Trintepohl, and brought him to the foot of the ladder. A second seaman climbed down the ladder, and the two after a half hour's terrific work on account of the terrible seas, dragged Trintepohl through the port. All three

were exhausted. "We left the Volturno on Friday, smoking but not blazing. The fire at no time burned aft of the bridge. The Carmania cruised for several hours in a radius of fifty miles searching for the in the morning. They knew that the baggage room forward. He adds: two boats which first put off from the Volturno before our arrival, but I do When the detonators and rockets stored not think there is any chance that they survived, as just before we turned to the end had come. Terror drove them preceed to England we saw three buoys almost mad. It was hell." Trintepohl from the Volturno's boats floating on said. the sea and no other signs even of wreckage."

Hull of Volturno White Hot.

the disaster. He said:

haystacks afire. Huddled aft were for five hours. hundreds of men and women, all ap- "This time spent in rescuing the Min- "The Volturno," adds the dispatch, and one of unknown nationality.

"A number of women, half squatting cue impossible. Many on the Car-

"All the while from the vessel came him. a curious pungent smell of linseed from the blazing cotton cargo of the Volturno. I shall never encounter the smell of linseed hereafter without being fuerst, of the North German Lloyd line,

Second Officer a Hero. "Second Officer Gardner is one of the broken oars, he wanted to jump over- | Gortic, tempt to put off the second boat board with a lifeline for the doomed Todor Traikobic, Pelkylo Medelkevics, after the first had failed, and Mr. Wat- vessel, but Captain Barr finally dis- Vasi Taschko, Dragoma Wagadanovic, episode. Several times we lost sight gat, Mino Malkevic,

"The Minneapolis sent a lifeboat circled the Volturno, using oil sprays which actually got within thirty feet fore and aft, but the sprays of weak of the Volturno. The officer in charge oil made scarcely any perceptible effect shouted to some of the huddled mass Konstandon Reputzky, Lalko Matwej, Join the stern of the Volturno to jump. but not a soul dared to take the leap. stantly calling by wireless for any oil Then the lifeboat itself was swamped ship in hearing to hurry to the scene, and we had to take the crew aboard. At midnight Thursday the Narragan- We warmed them with grog and kept sett replied that she was coming with then in the Carmania all night, sendall speed, and not until after 6 a. m. ing them back to the Minneapolis Priday morning in one of our own life-

"To see the flames burning as high one of the ghastliest sights imaginable," Sir Evan M. James, K. C. I. E., said. we sighted the Volturno, and, indeed, i binowio could only see the smoke for a time even after we arrived on the scene. Walter Duesselmann, third officer; Alfred great mound of flame in front of the hatch. Later in the night the mound became so fierce that I thought all the "Even after the oil was used the emigrants unless they jumped would be Heberle, galleyman; Maximilian Fischer;

Spurgeon Adds to Story.

Trintepohl's graphic story by wireless Adam Slic, Meikel Redbi, stokers; Ahmed and described the rescue work around the burning vessel, supplemented his dispatches with additional details to-

"The story of what took place on board the Volturno before the arrival of the Carmania." he said, "probably will not be known until Captain Inch. makes his official report. Some say the boats were launched in an orderly manner; others declare that a panitook place, resulting in the taking over of the boats by the fear-crazed crew after the fire got out of control. It seems to be agreed that there were 120 souls in these boats, all of whom were killed or drowned. The Carmania passengers were told that not more than one-third of those in the boats were women and children.

"When Captain Barr gave the order to launch a lifeboat it was received manded the one boat launched by the with a ringing cheer, but the attempt to get alongside the Volturno meant Trintepohl, the German, who swam Officer Gardner regretfully gave the Nicola Palowi, Janko Stephanic, Nicola to sail on board the Volturno with her order to turn back. After two hours' battling with the sea the boat again came within hall of the Carmania and neapolis boat affected Captain Barr's rasted well. The helm kept her stem of its own ship. But finally it was

lifted aboard, amid cheering. Situation Becomes Desperate.

"Late in the afternoon, after the fleet

do not think it was the boilers, but ported that the upper plates would gases in the coal bunkers. The passen- soon give way. An explosion which gers on the Volturno were immediately seemed to seal the doom of the ship in a panic and many jumped into the followed. In desperation an attempt sea. The blazing Volturno lighted up was made by the Volturno to send a searchlight, but I do not think any fürst, but the boat was hurled against the German liner. The men were

over the side. We saw a man floating one never to be forgoten. No one got with his lifebelt broken by the waves, more than snatches of sleep. Some He was resting his arms on the life- prayed for the souls in peril. All were sided at the meeting and took a conbelt and was almost exhausted. A racked with heartbreaking anxiety. in one spot in the Atlantic were practically impotent, even with their splendid

equipment, to render aid on account

Passengers Afraid to Jump.

"Soon after midnight the Grosser Kurfürst succeeded in lowering a boat. which had almost as painful an experience as the Carmania's. After getting within speaking distance of the Volturno the officer in charge of the boat shouted to the passengers to jump. But either they did not hear or were afraid to respond. The people aboard the fire ship were in a state of semi-collapse; they were overcome by the sight of the destruction of many of their fellows fire in the Volturno broke out in the fire was creeping on them inch by inch. in the chart room exploded they thought in while being hoisted aboard, but the Surgeon Cauten, two firemen and ,a

"Meanwhile disaster threatened a boat's crew from the Minneapolis he- burned to death in the forecastle. The cause of a broken rudder. The search- Volturno's wireless apparatus was kept light of the Carmania revealed their A. G. Frost, of London, also described plight and a boat was sent to their mast and lasted until the operator was rescue. When brought alongside the ferced to leave his cabin. "The fore part of the hull of the Vol- Cunarder their boat was smashed

Carmania put off only one small boat parently wearing life belts, with mem- 4 RESCUING SHIPS SEND NAMES LINERS FOUGHT. STORM

Pathetic Scenes at Uranium Company's Offices When Lists Are Read-First Officer, Whose Wife Is on Kroonland, May Be Lost.

Epple.

William

Tilou.

Weisberger, Epple Freim,

The Kroonland's List.

assengers, sent in the following list:

liaj, Golde Soliaj, Gune Soliaj, Gune

Cheret Johan Grunfeld, Glenrich Enotel.

Ester Ruvina, Anna Huschman, Anton

Crew on Kroonland.

ond wireless operator; A. Ferienae, sec-

Much sorrow was expressed at the offi-

It was an awful sight to see the ves-

started owing to the cottonseed oil in

T. W. Duller, of New York, describing

how the passengers were saved, said

that ropes were cast from the lifeboats

the cargo becoming ignited.

overboard. He continued:

and afterward reported missing.

LINER SENDS NAMES OF

Aboard-Children Without

Parents on La Touraine.

wireless dispatch relates how the sur-

Havre, Oct. 13.-A wireless dispatch

from La Touraine, which is expected to

reach here at 8 o'clock to-morrow morn-

the French Transatlantic Line, saying

two women and three of the crew were

Volturno on board.

Rotterdam, Oct. 13.-The captain of the

RESCUED PASSENGERS

Badiwa.

Chaim Kusmir, Mijo Kanizal,

Steven Spanovic.

Angel Bourneur,

Binasich, Hanake

Hihailo Vacovic.

third baker.

husband.

Krotisch

zis Joseph Yulkowski

When the commander of one of the big! TREW.-Schoenstein, engineer; Ahrens, steamships which picked up passengers carpenter; Schmidt, quartermaster; Karlsen, oiler: Nell, storekeeper; Abilli, stoker or men of the crew of the Volturno sent in by wireless the list of names to the Mitchell, stoker; Pyl and Kalbach, trimmers; Kraan, pantryman; Berkemier tween the Kurfürst and the Volturno among the kneeling, and all this time offices of the Uranium Steamship Comall night picking up those who jumped from the Volturno and sweeping the for the white hot blazing hull and the Paul G. Fourman, general passenger stewards; Bobbelahr, boy. terrific seas made any attempt to res- agent of the line, would mount a chair and announce the fact to the accom-Captain Caussin of La Touraine, of the French Line, bound for Havre, relayed a paniment of sobs and cheers from the wireless message, giving the following anxious crowd of relatives and friends of those saved that crowded close about list of Volturno passengers rescued: Angelo Hecaabambo, Wasily Kruvenski,

Grosser Kurfuerst.

The first of the steamships to send in a list of rescued was the Grosser Kurwhose captain sent in the following list SECOND CABIN-Rubin Reimer

STEERAGE-Nikolai Militschewics, Va sil Jeresmel, Spura Gerosevic, Juric Rade, heroes. While in a lifeboat with three | Adam Gorac, Stojan Meistorowic, Adam Simon Miljewic, Josef Silazki Jwan Selamic, Mio Triciz, Rimon Kayour suaded him, telling him it would be Jwan Korabe. Gura Bossawic, Josip Zisuicide to attempt to do so. The life- bok, Mirko Uroat, Alexo Stiminow, Petir

> Dragizevic Jwan, Stalcio Jwan, Vujanovic Stefan, Nordzjar Stanko Milos, Bozo Zailac, Jan Gurka, Wladimir Burtbala, Sebasdan Fastner, John Jabloniki, Adolf Mogrescik, Salman Pressman, metri Ventille, Josef Raschitzki, Michal Losane, Josef Jabowiski, Jonatz Schissne, sip Karlowic, Urkol Bogovic, Heinrich Schwenk, Otto Kowoll, David Karpaiski, Itzig Gatz, Ruwen Kahan, George Dschilikaj, Marko Micevio, Olijans Buskaric, Steve Karatevic, Mile Mocon, Gjuro Scheatovic, Nikolo Kovatis, Pane Vuletio Laze Vovcapio, Mile Vovcapio,

Gaja Gzjurim. Mattie Zec. Jeremin Josef Zagroboski, Jinbalizki. Kowarkoltis, Mile Karwiluk, Kasimur Sime Rabec, Milovan Cimesa, Mikulic Jandra, Vereczewsky Jaso, Erar Dragic, Adam Geuseco, Edmund Marquo. Władisław Zelenkevic, Walentin Posautz, Michal Petrovic, Johann Kipper, Salomon "I could smell smoke for miles before Wechsler, David Milstein, Pinclus Ra-

CREW.-Edward Lloyd, second officer Pintsch, third engineer; Viktor Sodorstroem, boatman; August Kalwing, carpenter; Frank Funken, provision storekeeper; Robert Reisewitz, steam cook; Jacobus Williges, barber; Dunexter, waiter; Jacobus Jan, waiter; Friedrich galleryman; Wladislaus Kwasnewski, steward; Sigurd Ohlsen, Albert Jungquirt, Goiliv, Joan Fodlowse, Reda Vacovic, sailors; Ferdinand Pershon, Alfred Graun, Arthur Spurgeon, who yesterday sent | Paul Lebrecht, Sam Rudoll, John Burns Madamusme, trimmor.

For two hours following the arrival of the Grosser Kurfuerst's list of rescued the officials of the Uranium Line patiently read the list over and over again to the excited crowd that filled the offices. Meanwhile typists turned out manifold opies of the lists, one to be given to each clerk, so that he might carry it about

and show it to all who wished to see. List from Seydlitz.

The next commander to send word was Captain Hagenmeyer, of the Seydlitz, of the North German Lloyd Line. The fol-

lowing list was received from him: SALOON .- Adolf Baumgarten. STEERAGE.-Women-Charna berg, Rosalia Jablonetzka, Marie Posauts, Marie Nickitowitsch, Victoria

Maria Julkowski Girls-Relie Tepe, Blume Weisbrod. Boys-Florian Julkowski,

kowski. Abram Aeppel, Surke Tepe. Andreas Dandel, Peter Georgieff, Vasil steamer, the story said, Miffer found himat rescue failed, and as further efforts | Heff, Anton Krujowski. André Karotky. Kirile Krilenki, Peter Kosutti, Cjurno passenger aboard that ship, the British certain death to the boat crew, Second Nicola, Stev Milatowitch, Pauel Pristrem. Board of Trade not having permitted her Smulski, Adam Simic

was almost smashed against the side plan of operation. He had four boats to the wind. Her plates became red ready to launch, but was now furthest hot and buckled. Hissing clouds of from the scene. Captain Barr then steam rose from the waterline, while signalled the other captains that his the burned rigging swung from the ship was difficult to manœuvre and if foremast. One woman who was being they could do the work he would stand lowered from the vessel fell and struck the boat's gunwale and was killed." aside.

"At daybreak the gale moderated, Mr. Mansfield, of New York, a pasand then a miracle occurred. It re- senger on the Carmania, said the people sulted in the salvation of the Volturno's on board the Volturno seemed to be erew and passengers. When Captain paralyzed and helpless. They made no Barr sent out a call for a tank steamer effort to seize the lines of the rafts there came back a reply from the Nar- thrown to them. I saw one man kiss ragansett: 'We will be there with the his wife and children and throw them milk'—the sea name for oil.

"On the arrival of the tank huge quantities were pumped around the then disappeared together. Volturno, making it safe for the lifeboats to approach. It was a stirring sel burning with so many people on spectacle when the great liners put off board. The fire is believed to have their boats, which danced over the shimmering, oil filmed waters to the work of rescue. And soon the Volturno was left a derelict."

Miss Zelie Emerson, of Jackson, Mich., whose imprisonment caused such a furor several months ago, was one of those injured. Mrs. Leigh, who prespicuous part in the attack on the police, was arrested. Miss Pankhurst later announced her intention to address a meeting at the Poplar Town Hall to-night.

As fast as the other steamers came up they lowered their boats, trying to reach the Volturno. The boat of the Minneapolls got to the stern of the Volturno three times and begged twelve passengers to jump, saying that they guaranteed to save them, but the passengers, nearly all foreigners, probably did not understand, or else were afraid. Eventually the boat had to sheer off. for fear of being smashed by the propellers, as the blades swung in the sea.

The captain of the steamer Devonian, in a wireless dispatch, says the 'One of our lifeboats which tried in the Czar, all of whom are Russians. vain to reach the Volturno was stove Aboard the Czar also are Purser Browne, crew was saved." Another wireless dispatch from the

operator aboard the Czar says that three of the Volturno's crew were in action by bracing the tottering fore- that ten children, several without parents,

One of the Czar's boats rescued fiftyturno was white hot. The flames rose against the side, but the officer and six women and children. The latter fully one hundred feet. like a dozen crew were saved. They had been out were hoisted from the boats in mattress covers.

TO AID BURNING SHIP

Wireless Reports Tell of Hard Struggles to Reach the . Volturno.

CAPTAIN INCH A HERO

He, Also Wireless Operator, Stuck to Post to the Last-Story Told in Flashes Gives Details of Bravery.

Ignac Parko, Mato Arbanas, Rafael Ran-Wireless messages that came in yester ella, Franz Magnovski, Yanos Mesendau, day from the westbound North German Lisbau Jodan, Refuel Weisberg, Refuel Lloyd liners Grosser Kurfuerst and Michael Nilcheski, Bronislaw Seydlitz, the westbound Red Star liner Semtchakovitch, Geneva Ulkowsky. Kroonland and the eastbound French liner Hannalas Paskovsky, Petro Chocovsky, La Touraine, brought the total list of the Thomas Pachinsky, survivors from the Uranium liner Vol-Laibjon Laibjon, Mier Silberstein, Salma turno who have been definitely accounted Amolik, Joseph Macanets, Ivan Udjfor up to 294. This included 53 members briats, Thomas Bohnets, Adolf Schnieder, of the crew. The total list of those saved Francesse Oliver, Wilhelm Nogel, Henby all ships may reach 523. Mermema, Dheruin Adam, Isaac The complete reports from these liners

received at the Uranium offices yesterday Semtchakovich, Helena Yulkowski, Franshowed that the Seydlitz had on board 9 passengers and 16 members of the crew from the Volturno; the Kroonland, 71 passengers and 14 of the crew, including The Kroonland, of the Red Star Line, upon which are the rescued officers of the Captain Inch; the Grosser Kurfuerst, 81 passengers and 23 crew, and La Touraine. burned Volturno, as well as many of the "Lobel Steinberg? Mary Singer, Kay by the eastbound Cunarder Carmania, Shat, Bessel Shat, Abellens Stetzy, Rachel Kaschmisky, Maria Lucsynza, Anton Zes- and the 19 passengers in the Furness ter, Joan Noossl, Speiro Sawitzsch, We- Withy steamship Rappahannock, bound sel Londer, Gustav Schubert, Saal Konig, for Hallfax, brought the total list accounted for up to 421 passengers and 53 Sara Berezowska, Berouch Fehrman, Imbro Krizanar, Keibe Bernau, Feige Weiof the crew

Although the handling of Russian and serman, Leibe Welserman, Ferdinand Ba-Jewish names was difficult for the Gerkaric, Molke Laswick, Magdalena Joseph, Marianna Bronislaw, Sajons Stajan, Zimi man and English operators on board the Triewitsch, Maria Numshakert, Sila Sosteamships and for the American operators on the land stations, the long list of lia), Marco Coetcorics, Chafke Baltoksa, survivors came in without a break and were checked up with the advance lists Janko Dragojvic, on file in the Uranium Line's office at No. Proytsche, Stevan Bjelivick, 13 Broadway.

Stevan Alexowitsch, Powel Fllak, Milevan E. O. Thomas, general manager of the Lovale, Silorka Butkewisz, Ann Floret. Uranium Line, and Paul G. Fourman, the passenger traffic manager, congratulated the North German Lloyd, Red Star Bourneur. Katuso Kosiszek, Bartha Binasich, Berta and French Line officials yesterday for Steven the dispatch and precision employed by Badiwa, Stasch Badiwa, Rachael Bokawi- their captains and wireless operators in aswsky, Mendal Bokawlaswsky, Marolina sending in the full names of all those Cliadalz, Geine Fischbeck, Eva Martini, saved by their respective steamships.

Praise for Skippers.

Huschmas, Anna Begroot, Henry Bour-Throughout the steamship district words gogneau, Jan Staheg, Jaly Bactasio, Blaz of praise were bestowed upon Captain Spangenberg of the Kurfurst, Captain lagenmeyer of the Seydlitz, Captain Kriehbohm of the Kroonland and Captain The officers and crew of the Volturno Caussin of the Touraine for their promptwho were picked up by the lifeboats of the Kroonland were named by wireless as forcing them ahead of other wireless matter to the land stations.

Francis Inch, captain; R. Dewar, chief The first direct news from this side of engineer, Malcolmson, second engineer; J. the Atlantic to break the silence of two Bellfield, fourth engineer; M. Stegmier, days came in early yesterday from Capfifth engineer; William Seddon, first wire-less operator; Cristopher Pennington, secfuerst. Up to this time the world had nothing but the narrative of Captain lowing wireless message in reply; ond steward; O. Gouderson, A. Sarnen, Barr of the Carmania and the tale of the Ad. O. Blitz, mess steward; H. Muller, lone passenger he had picked up in the waiter; M. Degrott, waiter, and K. Baller,

Captain Spangenberg's message was dated October 11, showing that his reply ces of the Uranium Steamship Company to the local office of the line and his looked over, for it failed to show the preparation of lists had been accomplished much earlier than had been exname of H. P. Miller, first officer, who

pected. was at first reported safe aboard the In his report to the local office the skipper said that he got his first call for help from the Volturno at 4 p. m. He did not The first report said Miller was rescued with Captain Inch and some of the other state the date, but it now seems certain of the Volturno, when two lifeboats of the Kroonland took them aboard. Men-Ivan Cherianoski, Cjuro Celovik, On reaching the deck of the rescuing Marconi message was clear and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and my Sarah and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit my Gittle, and urgent stories told by survivors from the burned do mit welf in the arms of his wife, who was a that vessel would start for her at once. meanwhile spreading the call to other steamships. As soon as the message was handed to Captain Spangenberg he sent the steam the boilers could stand.

Stokers Make Brave Effort.

The chief engineer informed his stokers of the Volturno's plight, and to a man the first attempt was made to launch they worked as if their own lives were at them," said Ridley yesterday, "and had it

The passengers also took a keen interest, and when they heard that the skipper was making ready to care for got together spare clothing for the needy ones whom they expected would be taken from the blazing Volturno. The Kurfuerst came within signalling

distance of the Volturno at 9 p. m. She was then pitching in a terrific storm from overboard. He jumped after them. the northwest. Great clouds of black smoke hid her in its pall, but soccasionally They were seen for only a moment and when fresh bursts of flame lit up the sea. Soon after Captain Inch left the blazing stowed under the after deck. When the first explosion occurred sev-

eral passengers and half a dozen members of the crew were struck by flying fragments of deck gear and fell headlong into the flaming hold.

Captain Spangenberg tried to work the to the Volturno and the passengers Kurfuerst in close to the Volturno, but were made fast to these and slung because of the high seas and the north west gale he had to stand off a quarter "I saw no panic. The passengers of of a mile. He cruised about from 9 p. m the Volturno were all wearing lifebelts until 3:15 a. m. Friday, and by that time and seemed to be quiet. I saw two had taken aboard 100 survivors. Up to boats floating, bottom up. These two midnight the lowered boats from the German liner had snatched from the sea thirprobably were the boats safely launched ty-two persons, and from midnight until 3:15 a. m. sixty-eight were picked up.

> with five men in it pounded its way to the Kurfuerst. Hardly had the exhausted occupants been hauled into the lowered emergency boat of the Kurfuerst than ters. Captain Spangenberg stated that he had

At daybreak a boat from the Volturno

The Czar Has Only Russians saved eighty-six passengers, the second officer, one engineer and sixteen members of the crew. The total saved by all ships he estimated to be 523. One hundred, he said, were missing. The Carmania and Czar, one of the rescuing steamers, in a for two full boats of the Volturno's passengers, but he doubted if they could be vivors were taken from the Volturno by found, as they had either been upset or ald of lifeboats. He gives the names of had been blown to the southeast by the the rescued steerage passengers now on

Volturno, he reported, were smashed at Ellis Island. while being put over the side. Captain Spangenberg concluded his message with the statement that the Volturno would most likely keep affoat for days in the transatiantic lanes, and would be exceedingly dangerous to navigation. He reing, was received to-day by the agent of sumed his course to this city at 8:30 a, m. Friday, and at noon yesterday was 614 miles east of Sandy Hook. Operator Shows Heroism.

A report by wireless from the Grosser

among the forty-two survivors of the Kurfürst, not sent by Captain Spangen-Those saved by La Touraine were comberg, told of the heroism of E. Lloyd, the posed of sixteen Austrians, twelve Russecond officer of the Volturno, who, sians, seven Germans, two Italians, two though badly injured, continued to fight Dutch, one Bulgarian, one Rumanian the Kurfürst. Lloyd, the message said, street.

climbed up the mainmast to rig a temporary antennæ after the wires had fallen from the hot foremast. While at work he fell twenty feet to the deck, and though badly bruised, refused to give up his task. He stuck to his post until all the passengers had been removed, and then took his chances in a small lifeboat, the

last one intact on the Volturno. Late last night a message from Captain Kreibohm, of the Kroonland, telling of his participation in the work of rescue, was received. From his report, it appears that the Kroonland was the third of the ten ships to get to the Volturno. One of the striking features of his essage, which shows the coolness Captain Inch, was the announcement that

the Volturno's master, when every soul had been taken from his vessel, stood upon the hot decks, in company with his pet dog. The faithful creature had remained with him throughout his tribuiation, and was the last living creature to stick by the skipper to the end. Captain Inch was in no hurry to leave his blazing vessel. His boats were all gone. Fragments of them were hurled into his face as the combers carried them skyward with the stinging spindrift from the gate.

Seeing at last that there was no further need for his presence on the doomed steamship, he answered the call from one of the Kroonland's lifeboats that he was willing then to be taken off. Lifeboat No. 3, which had made many trips from the Kroonland to the Volturno, came close by in command of Mr. Kummel, the Kroonland's first officer, and Mr. Mansfield, the second officer. The skipper let himself down a line that dangled from a black and blistered davit, his dog under his arm. As the lifeboat came under him the skipper, dropped his pet into the arms of the first officer and the next instant Captain Inch himself, greatly exhausted from These, with the one passenger picked up care and lack of sleep, swung into the arms of his brother sailormen.

Calls for Volunteers.

Captain Kreibohm in his report said that the Kroonland got her first call to the Volturno's aid from the Cunarder Carmania at 9:20 a. m., October 9. This was in latitude 47:44 north, longitude 26 west, the position of the Volturno at that time being latitude 49:12 north 34:51 west. crowded on full speed and on arrival at the scene found the Volturno burning furiously. At this time the skipper said two-thirds of the vessel was in flames. The Grosser Kurfürst, the Seydlitz and the Carmania were standing by. The surthe after section.

Calling for volunteers, Captain Kreibehm said he got a response from all his men and selected Kummel, the fifth officer, and Mansfield, the second officer, to command two lifeboats. / The sea was too high and the gale too strong to try the Lyle gun. "This," he said, "was at The man, however, refused to believe the returned at 12:20 and 1 o'clock respectively with three and ten rescued men. the fire on Volturno kept from after end we kept manœuvring near ship. At 5:50 sent three away after many trips. nine the last boat alongside carrying the ness in rounding up lists of survivors and captain. Nobody left on board. We had German woman, wrapped in a brightred succeeded in taking off 88 persons and shawl, calmly strode to the desk and the captain's dog."

On receipt of Captain Kreibohm's message P. A. S. Franklin, vice-president and general manager of the Intertain Spangenberg of the Grosser Kur- national Mercantile Marine Company, which owns the Kroonland, sent the fol-"Express our deepest sympathy to cap-

tain, passengers, officers, crew Volturno; also accept for yourself, officers and crew our great appreciation - the meritorious services rendered. Do not restrict use Marconi, allow passengers to send on their own account any messages to friends or press that they wish to forward, provided they are in accordance with the facts.

Conduct of the Crew.

The actions of the Volturno's crew, who are accused of having pushed women and that it was Thursday. He gave 48:50 as children axide in their struggle for places the latitude and 35 as the longitude. The in the first bonts launched, according to in a shrill voice demanded: "Vnat did you As soon as the Kurfurst's operator re- ship, were only a duplication of what Rosie, und my Leon and my Isider? Tel happened in a smaller way on the steam-

er Uranium, of the same line, when she ran on the rocks off Halifax last year. This was the statement made by J. M. Ridley, wireless operator on the Atlantic word to the engine room to crowd on all Transport liner Minnewaska, in vesterday from London, who was at the wireless key of the Uranium when her misfortune occurred.

"The men rushed for the boats when not been for the prompt and brave action of the ship's officers the passengers would have fared but ill. As it was, the captain and his mates held the cowards off with survivors on board the women passengers revolver and belaying pin until some semblance of order was restored. The crew was of the same type as that on the Volturno-largely made up of Germans and Belgians. The officers, as on the Volturno, were English."

Charles W. Bowring, local agent of the Red Cross Line, informed Mr. Thomas, Uranium Line, yesterday that those on board could make out her lines would hold his steamship Florizel at Halifax until the arrival of the steamship Ranahannock, with nineteen women and craft the flames got to 1,000 cases of gin children survivors on board. Mr. Bowring offered to bring them to this city free of charge

NEW YORK RED CROSS BUSY Preparing to Give Aid to the

Volturno Survivors. There was a meeting yesterday after-

United Charities Building in aid of the refugees from the Volturno. The meeting was presided over by Robert W. de Forest, and among those present were acting Immigration Commissioner Byron H. Uhl, Otto T. Bannard, Maurice Waldman, manager of the United Hebrew Charities; Leopold Plaut, president of the United Hebrew Charities; Samuel Mason, presi-dent of the Hebrew Shelter and Immi-wireless message to the of grant Aid Society; Irving Lipschitz, E. Red Star Line; Thomas, the New York agent of the Uranium Steamship Company; Miss Sadie American, president of the Council of crew in their rescue of Volturno's pas-Jewish Women, and Miss Ray Perlman. The Council of Jewish Women volun-

teered to look after the proper clothing of the refugees when they arrive on the Kroonland and the Grosser Kurfürst, and Miss Perlman was placed in charge of this work. Miss Perlman and a committee will meet the refugees when they arrive, and Commissioner Thomas announced that it would not be necessary Practically all boats lowered by the for the stricken immigrants to be detained The various immigrant shelter homes

about New York have all volunteered to care for the arrivals, and Mr. Thomas stated that the Uranium Steamship Company would pay the transportation of all refugees who were bound for inland cities. Miss Periman reported the receipt of a number of gifts of clothing for the sufferers.

retary, James Matthews, made an appeal to the citizens of New York for aid for the Volturno's survivors at the meeting of the Red Cross Emergency Relief Committee, held last night in the United the fire, and was subsequently rescued by | Charities Building, Fourth avenue and 22d

CRY FOR JOY AT NEWS THAT FRIENDS ARE SAFF

Some Inquirers Get Glad Tidings of Survivors of the Burned Steamship Volturno.

OTHERS WRAPPED IN GRIFF

The Uranium Offices Here Ex. perience Many Tragic Inci. dents as Relatives Pray for Word from Loved Ones.

When E. O. Thomas and Paul G. Pour. man, the officials in charge of the offices of the Uranium Steamship Company, No. 13 Broadway, opened their offices early yesterday morning they did so only after fighting their way through a crowd of several hundred men, women and children who had waited long outside the door for tidings of their friends and relatives who were aboard the Volturno As was the case each morning since the

first news of the disaster to the steam ship was sent out, little Miss Sarah Far ber, known to all in the office as "the pretty little girl in the long green sweater coat," was again at the head of the line. Again her first prayer for some news of her fifteen-year-old brother Jossel, the last member of a family of ten to sall from Russia, was in vain. The officials however, told her that word of her brother had not been received yet, but "it was expected almost any minute." She quickly dried her tears for joy

that Jossel was safe and was on the way back to Europe. The most tragic inc. dent of the day was forced upon the office when Philip Eppel, a laborer, arrived from Philadelphia seeking news of his wife and two sons. Mr. Fourman told the man that his

about a half hour later, when word came

family had been rescued; his wife and one son were on La Touraine, and the other son was rescued by the Seydlitz. I sent the two boats out and they news and, bursting into tears, begged Mr. him the truth. After he had been soother somewhat others assured him that his family was safe. He was still crying bit-Mrs. Aida G. Hansen, a stout, elderly

asked for information of her twenty three-year-old son by her first husband Viadimir Bojarsky, a steward on the Volturno. After carefully going over the lists the clerk told her that the name was not there. She stared blankly at the clerk for a moment and fell in a dead faint. She was revived by an ambulance

surgeon. Another who refused to believe that the name of his relative did not appear upon the "rescued" list was Samuel Berman of No. 1108 Manhattan avenue, Brooklyn When the clerks assured him that brother Moses, as far as they knew, had not yet been rescued, he called them fools and demanded that the records be searched again. He was still at the office

when it closed for the night Joseph Isakowitz, of No. 98 Allen street pushed his way through the crowd and

me what did you do mit them, at He was quieted and led away, while the names of his wife and children were searched for on the "rescued lists." They were not on the list, and his friends took

Charles Hoffinger, of No. 268 West 380 street, raced into the offices late in the afternoon. He wanted to know immediately what the officials knew of Mr. and Mrs. John Kassagranda, of Paris. told them that Mrs. Kassagranda, who is twenty-six year sold, was his sister, and she and her husband were coming over to join him in this country. Their names, like so many others, were not upon the lists of these rescued by the ten big lin-

Abraham Tepper, who refused to give his address, came to the offices to learn the fate of his wife and four children When he was told that his family were safe aboard the Grosser Kurfuerst he became hysterical and remained in the ondition for nearly half an hour. He told the clerks that he had sent three years' savings to his family for passage

Mrs. Selig Rosenoff, of No. 898 Union avenue, The Bronx, and Mrs. Bessie Rosenthal; of No. 338 East 26th street, again spent many hours in the offices yesterday sorrowfully awaiting news of their twenty-year-old nephew, Peric Rosenburg, who was aboard the Volutrno.

One of the few to receive good news was Alfred Antoine, of No. 166 Columbia street, Brooklyn, who had frequently asked for information of his eleven-yearnoon of the New York Red Cross in the old son, Armand-the only French name on the long passenger list. Late yesterday afternoon one of the clerks hurried over to him and, slapping the man on the back, told him that Armand was safe. The father looked hard at the clerk gulped a few times, and then turned on

his heels and left the office.

Arnon Squires, a cabin passenger on wireless message to the officials of the

"Kroonland cabin unites in praise of heroism of captain, officers and entire sengers. Sent the first lifeboats. Saved total eighty-nine."

HEYDON, THE CATCHER, DEAD. Indianapolis, Oct. 13. - Eddie Heydon, former catcher for the local American baseball club and later with the Washing ton American League Club, died at his home here yesterday of curvature of the spine, which resulted from injuries re-

A benefit game for his widow and four children, who were left penniless, will be played here on Saturday by Heydon's friends.

ceived on the diamond.

SAID BECKER MAY TELL ALL A report current yesterday that Charles

Becker, the former police lieutenant who is in the death house at Sing Sing, was ready to tell all he knows of conditions which led to the murder of Herman Ros enthal, interested District Attorney Whitman. The District Attorney has received no intimation that Becker intends to confess and was unwilling to discuss the possible benefit that might accrue to Becker from such a confession.

Mayor Kline, through his executive sec